

TOP SECRET

Transcript 3

NRO review(s)
completed.

SC No. 02567/62
DATE 20 February 1962

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PROJECT IDEALIST: HANDLE VIA CONTROL SYSTEM.

THIS DOCUMENT CONTAINS CODE WORD MATERIAL

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MR. HOUSTON: Colonel Edwards and [] are the
next witnesses.

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. . . . Colonel Edwards and [] were then sworn as
witnesses by Judge Prettyman

COL. EDWARDS: Sheffield Edwards, Office of Security, CIA.

25X1A [] Security Officer, Security
Research Staff.

COL. EDWARDS: Would you ask the Board's permission to go off
the record, and I think that the secretary ought to leave. I have to bring in some
points on the private life of Powers and his family that the Board I think should
take up their minds whether it is pertinent to their investigation. I would like at
first to brief the Board on this off the record. I will ask [] then to
brief the Board on his clearance, his investigation, and other investigations that
my office has done after his capture, but I think in all equity to Mr. Powers I should
brief the Board off the record on certain sensitive points that effect him personally
and may not effect his case.

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MR. HOUSTON: First, I'd like to put on the record that your office,
Colonel Edwards, had full responsibility for the security investigation.

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COL. EDWARDS: Our office and the Air Force. He was investigated by the OSI of the Air Force. The investigation was brought up to date -- national agency checks -- by CIA.

MR. HOUSTON: You had full access to the results of the Air Force investigation?

COL. EDWARDS: He was cleared on the basis of an appraisal of the OSI, on the polygraph, on up to date national agency checks on himself and his family.

MR. HOUSTON: May we go off the record?

JUDGE PRETTYMAN: Surely. Clear the room.

. . . . The room was cleared and the meeting went off the record at 1025 hours. At 1105 hours the meeting went back on the record

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MR. HOUSTON: Colonel Edwards, could you and give the Board the description of the security investigation and the results of it?

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I am the custodian of the Security File of Francis Gary Powers, having been permanently charged to me since 2 May 1960.

The first security action appearing in his file is a certification of a TOP SECRET clearance from the Air Force to CIA for purposes of contact

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for recruitment, and this was in March of 1956. The second security action appearing in Mr. Power's Security File is a polygraph taken on 10 April 1956 which polygraph was judged to be with favorable results. The next security action is in July 1956 in which his Air Force investigation was brought up to date by national agency checks. National Agency checks being conducted at the Army, the Navy, State Department, Civil Service Commission, House Committee on Un-American Activities, and the Investigative and Fingerprint Files of the Federal Bureau of Investigation. The Air Force investigation was conducted by the Air Force, OSI in 1953. This investigation verified the birth, education, employment, and loyalty of Mr. Powers and no derogatory information was developed. A review of this investigation and the polygraph examination and the completely favorable national agency checks, it was determined on 19 July 1956 that Mr. Powers met the qualifications for affiliation with the CIA and the basis of the judgment was under the terms of the Executive Order 10450 which are the security requirements for Government employment in sensitive positions

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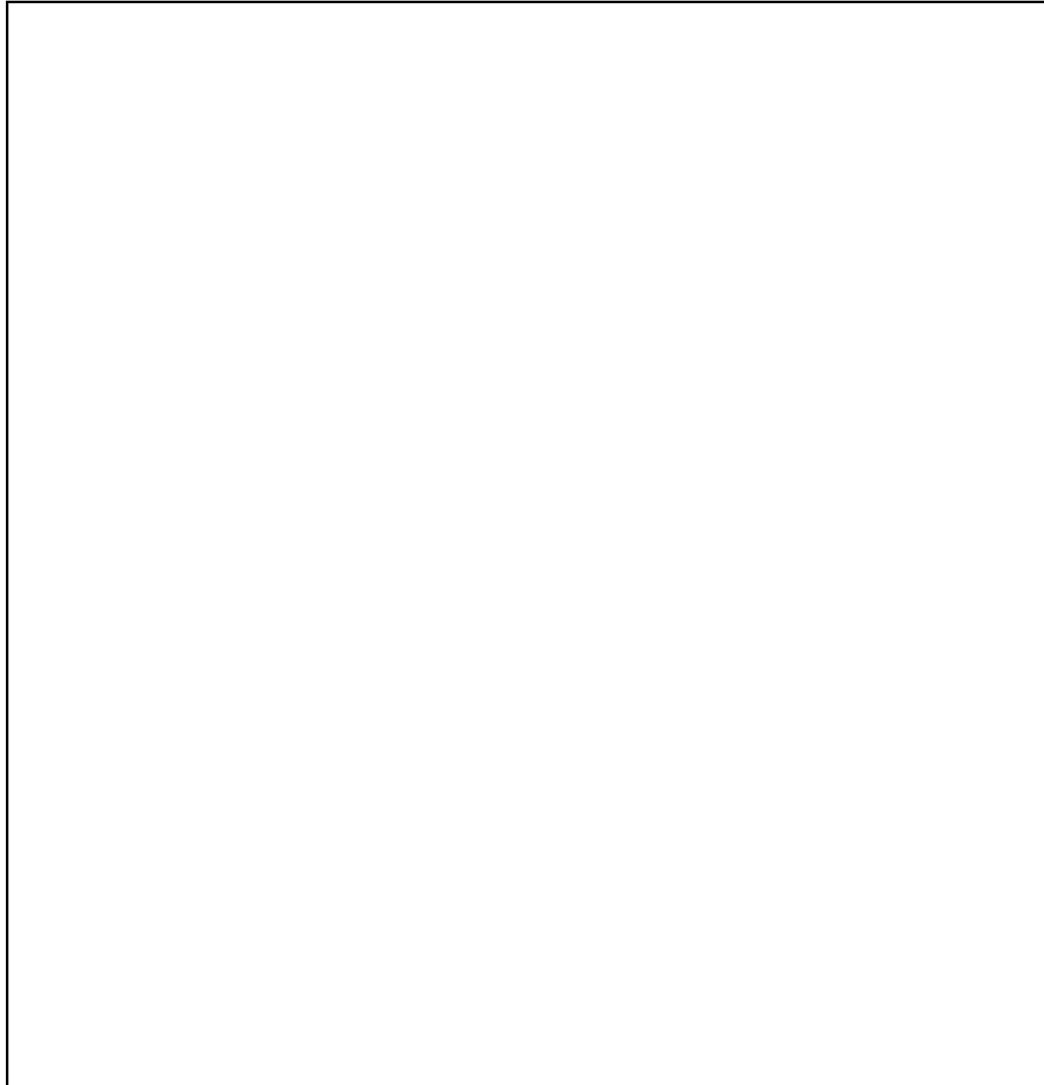
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His performance reports were reviewed for his tour with the Air Force and they were found to be uniformly good. He was variously described as an officer of good appearance and military bearing. He appears to exercise initiative to display intelligence sufficient to identify him as a satisfactory pilot and officer. This was his rating of August 1953.

He appears to exercise good judgment in the economical manage-

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ment of resources under his supervision commensurate with his responsibilities.

He is a typical young officer, somewhat reticent and retiring in personality and though not assertive nor perhaps as aggressive as an officer should be, he is nonetheless receptive toward instructions and most cooperative in undertaking the tasks assigned to him. He tends to draw within himself as a matter of habit and yet when the occasion demands he can be as congenial and as much a member of the organization as the next man. In all his duties and tasks given him so far, he had done a very satisfactory job -- rating March 1954.

A neat, mature, young officer who is rather quiet in his ways. He is well disciplined, courteous, and conducts himself in a gentlemanly manner. He acts quickly, accomplishes his duties and performs his work in a thorough manner. He is a likeable person who makes friends easily. He is a very capable pilot and can be rated slightly above other pilots of a similar experience level. His unassuming manner of conduct and his high moral standards reflect favorably upon the Air Force. This was his rating in June 1954.

An efficient young officer whose quiet personality tends to hide his true qualities. He is above average in professional ability but is reluctant to take full advantage of his knowledge because of his timid nature. He prefers to be led. He is very cooperative and always volunteers his time for squadron details. He is well liked by the squadron personnel. His calm professional manner in handling a recent inflight emergency is typical of his daily performance of duty. His value to the Air Force is constantly increasing -- May 1955.

GENERAL BULL: What was the inflight emergency?

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25X1A [REDACTED] It isn't reflected here.

25X1A [REDACTED] I think in this particular case it was a lost engine

which has all the landing characteristics of a rock.

25X1A [REDACTED] A neat well mannered young officer. He has an Air

Force career utmost in his mind and as a consequence is always striving to broaden his

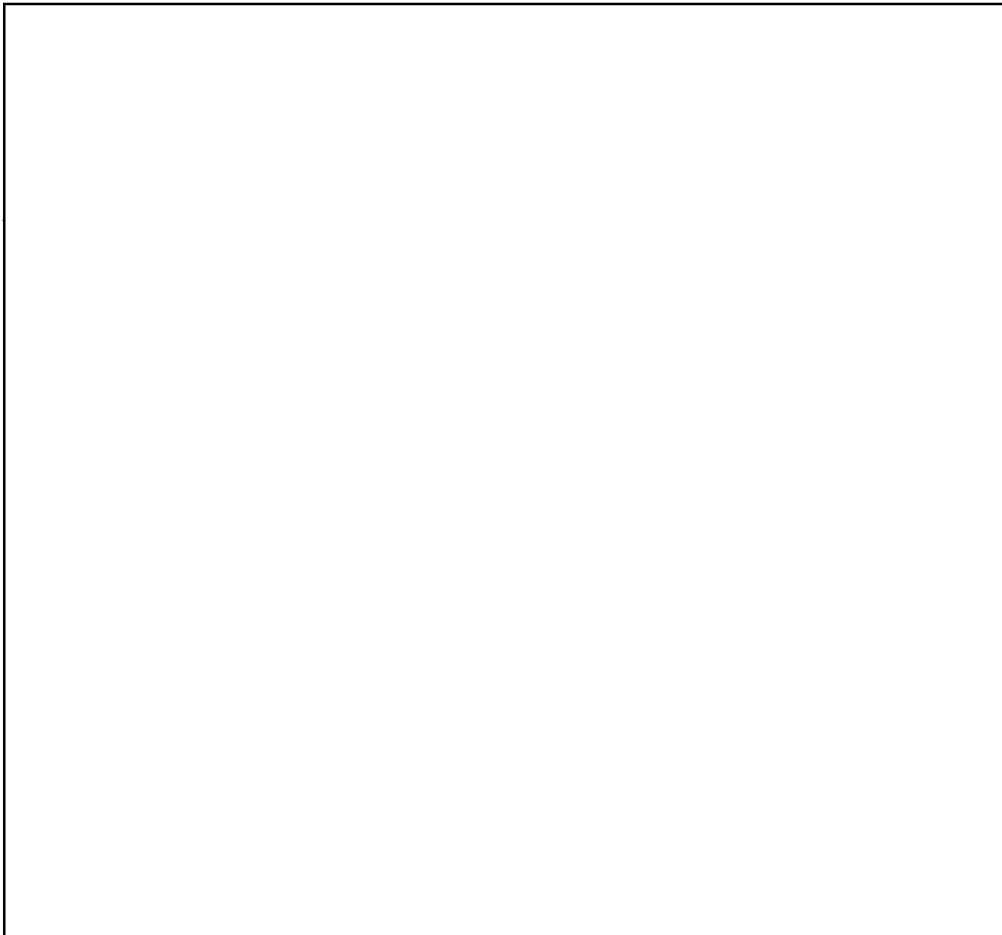
prospective in all phases of Air Force life. A dependable and typically effective

officer -- January 1956.

There are no other efficiency reports that were reviewed

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because of his transfer to the CIA.



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I think it will come in as part of the report

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from Mr. [redacted]

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. . . . [redacted] was then sworn as a witness by Judge

Prettyman

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MR. HOUSTON: Will you identify yourself?

[redacted] I am [redacted] a Security Officer who works for

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Colonel Edwards in the Central Intelligence Agency.

MR. HOUSTON: What has been your relation to the U-2 Project,
specifically in connection with Mr. Powers?

25X1A

[redacted] On December 1955 I was assigned by my office to this
project and then in April of 1956 I went to [redacted] with the various
detachments for training and it was on May 1958 I met Mr. Powers when he
reported for training In August 1956 we deployed to Turkey and I was with him
to February 1957 when I left, but returned to Turkey in the same year, 1957, and
remained there until December 1958, so I knew Mr. Powers between the months of

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May and August at [redacted] of 1956 and then until February 1957 in Turkey
and then from November 1957 to December 1958 when I was relieved by [redacted]

25X1A

During my first period of association I was Deputy Security
Officer for the Detachment. When I came back then in late 1957 and 1958 I was
Security Officer for the Detachment.

MR. HOUSTON: Was it a part of your duties to be familiar with the

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25X1A

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security aspect of the personnel at the Detachment?

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[] Yes this was one of our functions. We had a group of about

25X1A

[] professional Security Officers assigned by the Agency to each detachment, and this group of people performed all the physical security functions associated with the activities, personnel, administration and operational security functions, that were our responsibility. May I add, we were also responsible for personnel cover for all members of the Detachment.

MR. HOUSTON: Will you describe the actions you took, or information

25X1A

you developed in connection with Mr. Powers from the security viewpoint during the whole period you knew him either at [] or during the deployment overseas?

25X1A

[] Well in each of these situations we had a very close professional, and in my case at least, a social relationship with Mr. Powers and then with his wife when she joined us in January 1958. There were his initial briefings and security orientation and indoctrination at [] which I participated in. It was at this time he was explained the functions under the rather unique security restrictions imposed on the people participating in the activity and as each move occurred -- before we deployed to Turkey -- there were briefings about how one should handle himself and local conditions having an effect on the security of the detachment, and before we would stage, as for instance in the fall of 1958 when we went to [] in which operation Powers participated. On each of these occasions there were briefings done -- specific instructions given about how to explain one's absence to his friends, family and the people working in the surrounding vicinity and this sort of thing.

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GENERAL BULL: As I recall he was taken by transport.

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 Could you tell, what some of the

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specific procedures that Mr. Powers was briefed about. What type of security was he briefed on?

25X1A

 In which situation?

25X1A

25X1A

 In the situation both at and when he

went overseas.

25X1A

 When we were first exposed to Frank at he was

25X1A

immediately familiarized with the local conditions. For instance we had sometimes four or five different categories of people. The training operation was going on at that time. Not all knew what the mission of this organization was to be so we would sit the individual down who was coming in and explain to him just what each of these groups knew in terms of his knowledge of the operation. This was to guide him in his conversations in connection with those people. We would discuss personal conduct expected from the people participating in this operation, the fact that probably the key to the entire operation was the assumption of individual responsibilities to see that the mission is performed securely, recognizing that if in one single instance a person fails to assume this responsibility the operation could be compromised and our capabilities sacrificed. We explained the "need to know" principal -- you don't have to tell people more than they have to know to do this job. The people that worked with Mr. Powers realized that he was to be exposed to a situation where he might fall into enemy hands. He was not given information he did not need. Mr. Powers was cautioned

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against seeking out this information. Within the organization and within the Detachment itself we compartmented. For instance people in the Security Section did not have to know the specifics of the operational activity as to just how a given mission was to be accomplished and did not have to know the route.

JUDGE PRETTYMAN: Let me see how emphatic you need to be about this "need to know" principal. Is that basic and universal without exception in dealing with this U-2 venture?

25X1A That was our endeavor, yes, sir.

JUDGE PRETTYMAN: It wasn't just a casual thing that came and went?

25X1A No, sir, this permeated all of our relationships with these people in our initial briefings and the following.

JUDGE PRETTYMAN: That was understood by all. Powers and all the personnel understood the policy which was that he was to know what he had to know and no more.

25X1A Yes, sir.

MR. BROSS: Did Powers have access to the production of his overflights? Did he see the photography of operational flights he had taken? Do you know?

25X1A No, sir. As I understand it he saw nothing of any take from the primary missions. I believe he saw some take from missions flown to the Middle East which was not classified.-- film pictures. He saw nothing from the pictures taken of the denied territory in the usual sense of the word.25X1A
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as a unit under the joint sponsorship of the Air Force Air Weather Service and the National Advisory Committee for Aeronautics, and the stated mission of the unit was to conduct upper atmosphere research; that we had this airplane which had certain unique capabilities which permitted us to explore these upper atmospheric regions for the purpose of developing improved knowledge of weather conditions and flying conditions at those altitudes.

MR. HOUSTON: The presence of the U-2 was --

25X1A

 It was certainly public in terms of the local area, yes. I might mention we were on Turkish Air Force base; we occupied real estate on the base which was really under the control of the Turkish Air Force.

JUDGE PRETTYMAN: Was more than one U-2 there?

25X1A

 Yes.

JUDGE PRETTYMAN: How many?

25X1A

 It would vary I suppose from three to five on any given occasion.

MR. HOUSTON: And how many pilots?

25X1A

 The average number present was probably seven I would think in this situation. It varied from time to time. There were transfers.

MR. HOUSTON: Were there special briefings on such things as when they took trips and vacations?

25X1A

 Yes. When they left the base for R&R there was always a briefing conducted on airmen immediately prior to departure and people were then reminded of their responsibilities.

MR. BROSS: R&R is rest and rehabilitation.

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had with him and other people in my section.

MR. HOUSTON: You think he had a pretty good grasp of what information there was a need to protect as opposed to what was not so important?

25X1A

 Yes, I feel certain that he did.

MR. HOUSTON: He had the ability to differentiate?

25X1A

 By all means and as well he lived his cover story.

He lived his cover story as briefed, that he was a civilian employee of NASA. In this instance a NASA pilot performing the type of research that NASA was sponsoring.

MR. HOUSTON: I don't think I have any further questions.

25X1A

 Perhaps I could elaborate on one point that was raised earlier by the General -- were we aware of any attempts to subvert personnel or dependents? To our knowledge there was none. As a matter of fact we had frequent liaison with local Americans and through cut out mechanism we worked with and there was nothing along these lines at all.

MR. HOUSTON: Did Powers himself have much contact with Turkish or other nationals, not Americans?

25X1A

 I would say not. Certainly not a great deal. He had some in that he was living on the economy in Adana. They had a maid and a cook as I recall and there were Turkish workmen who maintained the home and the did have Turkish neighbors but as I recall in the case of the Powers; they were not particularly friendly with any of the local Turkish people.

GENERAL BULL: Were those contacts checked out as an automatic checkout by you people?

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25X1A [] The people who worked for us?

GENERAL BULL: Were they cleared as safe to have in the household?

25X1A []: Yes. []

25X1C

and were satisfied that we had no reason to be concerned.

25X1C

25X1A [] We had no direct relationship. This was via the Air Force Office of Special Investigation which had an officer in Adana. The local OSI people knew what we were doing.

MR. HOUSTON: Are there any other questions? Thank you very much.

25X1A

. . . . [] was then sworn as a witness by Judge

Prettyman

25X1A MR. HOUSTON: [] would you identify yourself?

25X1A [] My name is [] I am []

25X1A

25X1A

I work for Colonel Edwards.

MR. HOUSTON: In the Office of Security?

25X1A

[] Yes, sir.

MR. HOUSTON: Could you tell what your contact was with the U-2

Project and more specifically the Detachment at Adana and Mr. Powers?

25X1A

[] I was Security Officer for the Detachment from

December of 1958 to December of 1960.

MR. HOUSTON: Were you responsible for the physical security and

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and the security of personnel in the Detachment?

25X1A

 Yes, pretty much the same as 25X1A described.

MR. HOUSTON: Did you know Mr. Powers?

25X1A

 Personally, yes.MR. HOUSTON: You heard talk about his briefings. Did

25X1A

you have additional briefings with Mr. Powers on security matters?

25X1A

 We, at the direction of the Commander, had periodic rebriefings. That is, we would every sixty days have a rebriefing or reorientation.

25X1A

 What did these consist of?

25X1A

 General security, cover, any particular problems that the individual might have, security violations and pointing out the necessity for safeguarding information.

JUDGE PRETTYMAN: This included security briefing during flights

or missions and so on?

25X1A

 Prior to a staging we would brief all individuals who were going on the staging. This would concern --

JUDGE PRETTYMAN: You have to tell me what the staging means.

25X1A

 Yes, sir. The Detachment would rarely fly an overflight mission from the local area. We would take people and move them to another

25X1A

point like and fly the mission from there. These people who went on the mission were briefed prior to the mission. This would be in regards toHANDLE VIA JOINT COMINT CONTROL CHANNEL

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what type of things they would carry, whether it would be their passport or their ID Card; remove their baggage tags from all baggage if they had any identification on those; no souvenirs; restricted to aircraft on refueling stops or anything that related to that particular mission.

MR. HOUSTON: In addition to briefing the pilot in the staging period - incidentally, what ID Card are they authorized to have?

25X1A

 As a general rule they would carry their passport,

25X1A

shot records, ID Cards -- This was necessary because of the fact that nine times out of ten we would operate from a military base of some sort or another, either or something of that sort.

25X1A

MR. HOUSTON: In this briefing during this staging period how would the various people participate and be briefed on the fact that a mission was coming up? To what extent would the individual be briefed? In other words, there were degrees of knowledge.

25X1A

 Yes. If I may, sir, I will start from the beginning.

We would get an alert message from Headquarters. This would go directly to the Commander. No one else would have knowledge of it. The Commander would then, depending on how much time he had, he would call in the section heads who would participate in it. As a general rule his briefing would be very limited. He would tell them not to let people go on leave. "We have a job to do. I may call upon you in five days at a later date," and this was Colonel Shelton's policy -- that he would hold it as long as he possibly could then he would call in his section heads and brief them according to the plan as to how long they would be gone. He would not divulge any specific information involving the target or anything of that sort. The section heads would then select the

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personnel who would go along and there would be two teams -- the pre-strike team who would launch it and the post-strike team who would receive and they were briefed separately. Neither would know what the other was told. Only a very few people would know all. People like the intelligence officer, the navigator and the Commander would know specific targets or the target route.

MR. HOUSTON: This was on the way to the staging area?

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[] No, sir, this would be prior to deployment. This would be necessary because you would have to know how much fuel to pre-position, what type of visa, what type of shots, and all the logistical problems which went along with an operation of this sort. Colonel Shelton, if I may express an opinion, held it very closely. As a general rule I did not know the targets myself nor did I know mission routes. There was no need for me to know. I would know the staging area and the length of mission, but other than that I would not know.

MR. HOUSTON: So no part of your responsibility --

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[] Yes, I would brief the pre-strike and the post-strike team prior to leaving Adana. I would debrief them upon arriving but I would not brief the pilot prior to take-off. This individual has an awful lot on his mind and there is an awful lot of people pulling at him. I think Colonel Geary can verify this. They don't want too many people talking to him prior to a mission, consequently the intelligence officer who has a mission to perform anyway usually performs this function. They try and restrict this to as few people as possible coming into contact with him prior to a mission.

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MR. HOUSTON: Are there any question in this area prior to going on to a slightly different one?

JUDGE PRETTYMAN: I was curious about this. According to Powers' testimony that I was reading he went from Adana over to and then he went through the large part of a fortnight and they called it off and sent the plane back to Adana and brought it back again the next night and he did that three or four times.

25X1A

25X1A

 I think there were three ferry flights involved.

JUDGE PRETTYMAN: I suppose one preliminary briefing for him before that first preparation, so far as intelligence is concerned, would cover the matter. You wouldn't have to rebrief him every time he suited up and so forth.

25X1A

 In certain aspects, yes they would because if the time slips - they have a certain amount of time to get him off and if the time slips this would change the route, but this would be more of a navigation briefing more than anything else. I have a copy of the briefing which we would give to all members of the Detachment. This is signed by Mr. Powers prior to his departure from Adana on 26 April.

MR. HOUSTON: Would you like to put that in there?

25X1A

 We have the original. This is a copy.

. . . . Document entitled "Security Instructions" was marked Exhibit 11 and made a part of this record

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MR. HOUSTON: I would like to ask a question of a slightly different area. Can you give us a description of the precautions taken at Adana and at the pre-strike locations or in the staging areas for the protection of aircraft and the fuel -- the physical security -- to make sure that nothing can be tampered with.

25X1A

[REDACTED] The drum of fuel which is in 55-gallon drums are inspected prior to being loaded aboard the escort aircraft. There are random samples taken for testing. From that point on it is under guard from the time until it is put into the aircraft.

MR. HOUSTON: As I understand you inspect to see that all of them are sealed and you open certain ones to take --

25X1A

[REDACTED] --random samples. This is a visual and smell test.

MR. HOUSTON: This is all special fuel made for the U-2. Was there a security control on it right along from the point of manufacture?

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[REDACTED] I cannot say from the point of manufacture, but from the point of arrival at our base it was under security guard.

COLONEL GEARY: When the stuff was manufactured it was tested before it was put in the drums and sealed there.

MR. HOUSTON: How was it picked up from the manufacturer?

COLONEL GEARY: This varied. We had two different places where it was procured. It would go into one specific tank car and go to the East or the West Coast then it was put into drums that we had bought previously.

MR. HOUSTON: At a military installation?

COLONEL GEARY: It was put into drums and put aboard a ship and

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and unloaded in Turkey and brought to the base, but as far as somebody having any stringent control securitywise over the fuel this wasn't done because it was something to test and periodically we took samples and ran them through a lab test because it was a new fuel and we didn't know how soon it would break down and start to contaminate.

25X1A

If a seal popped off we would discard that drum and not issue it. We would use that drum for a training flight or something like that. Our fuel dump was located as close as we could have it in accordance with Air Force regulations because of explosion or fire. It was under security guard at all times on the base and enroute it was under escort of armed courier from the point where it was picked up until it went into the aircraft. It was under constant guard.

MR. HOUSTON: How about the plane and photo equipment?

25X1A

The aircraft itself was under guard at all times. While in the hanger there was a guard in the hanger. If the aircraft went out on the flight line to fly a local training flight or any time it left there there was not less than one armed security guard with it at all times from the point of takeoff to the point of touchdown regardless of whether it was a mission or a training flight.

25X1A

To what organization did these guards belong?

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They were our CIA employees at 10-10.

25X1A

Were they under your supervision?

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 They were under my supervision and they all have a full background investigation.

MR. HOUSTON: Who had access to the plane? The maintenance people; the people who cleaned the area.

25X1A

 The cleaning of the area was done by Air Force personnel and no one had access to the aircraft except the contract personnel -- the Lockheed people who were the maintenance people. Anyone in the Detachment had access to the hanger but we had a compartmentation system whereby no one could approach the aircraft unless they had specific reason to do so.

MR. HOUSTON: These people had clearances?

25X1A

 All these people had the highest type of clearances.

MR. HOUSTON: How about access to equipment.

25X1A

 That was under the same system, sir. No one had access to it other than Detachment personnel -- that is, assigned to Detachment 10-10 with a full clearance.

JUDGE PRETTYMAN: I'd like you to describe that in full detail.

The camera equipment as I understand it from moving pictures is packed in a case or something and locked on the bottom of the ship.

25X1A

 Yes.

JUDGE PRETTYMAN: Where is the camera equipment kept?

25X1A

 That would be located in an adjoining building approximately twenty feet from the hanger, seventy-five feet from the aircraft - possibly a hundred feet.HANDLE VIA JOINT COMINT / 25X1A CONTROL CHANNEL**TOP SECRET**

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JUDGE PRETTYMAN: You are getting ready to take a ship from

25X1A Adana to []

25X1A [] Yes.

JUDGE PRETTYMAN: The camera equipment is then strapped on?

25X1A [] The ship is loaded before it goes as a general rule.

There could be a variation in this. The support aircraft which would carry
the staging personnel might carry a spare camera.

JUDGE PRETTYMAN: No, but the ship that is going to make the
mission --

25X1A [] Has the camera in it.

JUDGE PRETTYMAN: And that camera is put on in the hanger at
Adana.

25X1A [] Yes, at Adana in Turkey.

JUDGE PRETTYMAN: Then it is flown over to [] with that on it.

25X1A

25X1A [] Yes.

JUDGE PRETTYMAN: Did the pilot observe or see it or have anything
to do with putting that camera equipment on the ship?

25X1A [] No, sir, he would not. As a general rule he would not,
no, sir.

MR. HOUSTON: Would he know which configuration of camera was
installed.

25X1A [] Yes he would know that.

MR. HOUSTON: There were different cameras for different missions.

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25X1

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2/20/62, /kh/35

JUDGE PRETTYMAN: How would he know that?

25X1A

 The pilot who would fly the aircraft from Adana

25X1A

to would not normally be the mission pilot. He would have to know which modification it is in order to throw his switches at the correct time and at the correct part of the flight to obtain coverage.

25X1A

 Was he briefed as to what cameras were on board?

25X1A

 Yes.

25X1A

 At Adana?

25X1A

 No, not at Adana

MR. HOUSTON: You can get that from the intelligence officer.

We will hear from him and he can tell us specifically.

25X1A

 Did Mr. Powers know what camera was on board

his ship before it left Adana?

25X1A

 I can only hazard an opinion that he would not.

25X1A

I am trying to get specifically that 1st of May flight.

25X1A

Perhaps I confused you. As a general rule the mission pilot probably would not know prior to flying the actual mission.

JUDGE PRETTYMAN: Prior to then, but on the May 1st flight

25X1A

Powers had been over in for four, five or six days.

25X1A

 Yes.

JUDGE PRETTYMAN: The ship that he actually flew on this mission was packed and equipped over at Adana and flown over by a ferry pilot.

25X1A

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2/20/62 [] kh/36

25X1A [] Yes, sir.

JUDGE PRETTYMAN: Now than at that point before the flight was

Powers briefed as to what camera equipment was aboard?

25X1A [] He would be at that point.

25X1A

MR. HOUSTON: I think [] was not there at [] We

25X1A

will have testimony by the people who briefed him. In your opinion it would be difficult, if not impossible, for any unfriendly person to have access to the plane or its equipment.

25X1A [] I think it would be extremely unlikely, sir.

JUDGE PRETTYMAN: Let me ask this question before I forget it.

Was this plane marked?

25X1A [] No, sir.

JUDGE PRETTYMAN: No markings?

25X1A [] No, sir.

MR. HOUSTON: Did you make the investigation after the mission

to see if there was any evidence that anyone could have had access?

25X1A [] Yes, sir, at the Commander's instructions we recapped the entire thing. We have lists of people who were on the mission, we looked at it from all angles and it is summarized in the Commander's report and other than that we can come up with nothing, sir.

MR. HOUSTON: Is it correct to state from the point of view of the Security Officer, represented by you, there is nothing to indicate failure of the mission involving any security aspect?

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2/20/62, []/kh/37

25X1A [] We have nothing to indicate that, no, sir.

MR. HOUSTON: To go back to your trip with Mr. Powers, is there anything that comes to mind at all that to your mind was a security incident in connection with Mr. Powers?

25X1A [] No, sir. I would agree with [] in his evaluation of him. I think he was a follower. He never gave us any security problems. As a matter of fact I would say he was probably the most cooperative of his group in a security sense. He followed directions, he took security advice in the spirit it was offered and I can think of no incident that would point to that.

25X1A

MR. HOUSTON: I have no further questions.

JUDGE PRETTYMAN: You spoke a moment ago referring to the Commander's report. Is that Colonel Shelton?

25X1A [] Yes, sir.

Colonel Shelton was an extremely able and competent officer I was proud to have served under him.

MR. HOUSTON: Is that all for []

25X1A

25X1A [] was reminded that he had been sworn as a witness by Mr. Houston

MR. HOUSTON: Can you inform the Board of the training program for Mr. Powers in this country. What was it composed of?

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2/20/62/[]/kh/3825X1A
[] You don't want me to attempt to get into the
flight training aspect do you?

MR. HOUSTON: You might say what type of training was done at

25X1A

25X1A

[] I have a statement here by his commander -- the
commander of the detachment which ultimately initially went to Adana. It is
unsigned, however, but it is a registered document. It is part of a total
dispatch received from the field in which is a statement titled "Evaluation
of [] 6 July 1956 and a part of it is a breakdown as to flying
time he had performed at the time of submission of the report. That is all
I have on the record from his commander who was []

25X1A

MR. HOUSTON: Does it indicate that he had flight training at

25X1A

25X1A

25X1A

[] Yes. It says, among other things: "During the
ground school phases of training [] was very receptive to all instruction
and applied himself to an extensive degree; it is believed by the training
personnel that his knowledge of the basic problem should provide a high
degree of reliability in accomplishing his assigned mission."

It further says, "At the time of this report [] has

25X1A

completed 14 of the 16 required missions." It describes his performance of
missions and sums it up by saying, "It is the consensus of the Operations
Staff that [] is an excellent pilot and will prove entirely reliable in
completing the mission assigned."

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2/20/62 [] kh/39

JUDGE PRETTYMAN: Does that show the nature of the training or would you know the nature of the training that he received -- those training missions and what not.

25X1A

[] Yes I think so.

JUDGE PRETTYMAN: I want to ask a specific question. Did that include parachute jumping?

25X1A

[] To my knowledge it did not.

JUDGE PRETTYMAN: He said in his debriefing we are reading now that he never - I believe his expression was that he had never been in a parachute before.

25X1A

[] I would interpret that to mean he had never jumped.

JUDGE PRETTYMAN: I would just like to find out whether part of his training was --

COLONEL GEARY: As part of his training there was no parachute jumping involved in any of his training because in order to do this you would lose an airplane.

JUDGE PRETTYMAN: If you used one of those planes it is true but what I want to make sure is you get down to the time where he got out of the plane. His testimony was that that was the first time he had ever had on a parachute.

COLONEL GEARY: No he didn't mean that. He meant that it was the first time he had to resort to using a parachute.

JUDGE PRETTYMAN: His training had not included jump training?

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2/20/62, /kh/40

COLONEL GEARY: No, he hadn't any jump training. This is something you do right the first time or it doesn't make any difference.

GENERAL BULL: And he didn't have to jump in connection with that inflight emergency?

COLONEL GEARY: Apparently not.

JUDGE PRETTYMAN: I am inclined to think, when we get down to it, when he started getting out of his plane and what he did under the emergency which he found himself faced with, it's a question of how much training he had in that sort of circumstances.

COLONEL GEARY: That is difficult to say. He would have been unable to use any training he may have had because he was upside down on his back at 70,000 feet.

JUDGE PRETTYMAN: It struck me that statement that he said it was the first time he had ever been in a chute. I want to make sure that in his training how to get out of a plane with a chute was not part of his training.

25X1A

To the best of my knowledge it is true and this report does not reflect it. This breaks down flying time by type of aircraft, number of landings, instrument time, celestial navigation flights, photo flights; large scale and tri-met and route photo training. These are something used to grade their performance. I have copies of this.

MR. HOUSTON: Would you like to have that put in this?

JUDGE PRETTYMAN: I suppose we might as well.

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25X1A
2/20/62 /kh/41

MR. HOUSTON: Let's mark that Exhibit 12.

. . . . Document entitled "Evaluation of 25X1A 6

July 1956" was marked as Exhibit 12 and made a part of this record

25X1A

MR. HOUSTON: what other training of any nature

did Powers have in this country?

25X1A

He had a four or five days training course at the Agency training site in evasion, escape and survival. I have here a curriculum of the courses he received, or the instructions he received. This is undated and unsigned. I found it in a file which I went through. I think probably this was dug out at somebody's request after the May 1st incident. I have a memorandum for the record which I had written indicating he in fact did go down to the training site, although I didn't accompany him.

25X1A

happened to go with him and three other drivers, I believe, and

25X1A

acted as case officer and consequently there was not the usual memorandum for the record written covering the training. Also for the record I could say that what purports to be a curriculum he received down there is similar to, if not exactly the same as that received by previous pilots who had gone down for the same purpose, so I have no reason to think this is not correct.

MR. HOUSTON: There is a curricular established for this particular training?

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Yes.

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MR. HOUSTON: Did he go down with others?

25X1A

[] Yes he did. He went down with []

25X1A

and three other of the pilots, all of whom subsequently came into the program, one of whom is still in the program.

MR. HOUSTON: What was the curriculum?

25X1A

[] Well, sketchily here, six hours of survival

training. This was to be done with other pilots. This is how to exist off the land. Nine hours of area briefing on Western USSR and Satellites; three

25X1A

[]
of discussion; question and answer period. I think in addition to that there were various films shown. They may be included in this nine hours of area briefing. Also at the time the individuals were at the training site they were shown what their survival kit would consist of -- certain basic items which is generally expected to be a part of the survival kit and they were asked for any special preferences they had as to type of weapon or any peculiarity they wanted in there -- additional fishing line, two compasses instead of one, so that was also a part of it.

JUDGE PRETTYMAN: What about the poison needle. Is that part of standard equipment?

25X1A

[] It was never displayed to them in my presence.

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2/20/62, kh/43

I have never seen it. When you say, "Was it part of the standard equipment?" --

JUDGE PRETTYMAN: The phrase was used "Standard Survival Equipment." That is all the moving picture said. I wondered what that standard survival equipment was.

25X1A

As I am personally familiar with it the survival equipment did not include the needle. As I said it included such things as a small collapsable shovel, a hatchet, a hunting knife, fishing line, hooks, sewing kit.

JUDGE PRETTYMAN: I guess no part of that training program would involve instructions as to what he is supposed to do if he is captured and tortured.

25X1A

No, sir. There are no instructions on resistance to interrogation at all. I feel quite sure his particular training was the same type of training offered other people. It didn't vary very much from what I have read here.

MR. HOUSTON: We can, if the Board desires, get one training officer who can testify as to exactly what was given.

25X1A

I might say here for the record he subsequently had some survival training in Turkey. This can be documented by other things. It might be commented on by and the individual who conducted that is also available. He is here in headquarters -- the man who went to Turkey. I have copies of this if you would like.

25X1A

JUDGE PRETTYMAN: I think you might as well put it in the record.

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. . . . Document entitled "Agency E&E Training
for Mr. Francis G. Powers" was marked Exhibit 13 and made a part of this
record

MR. HOUSTON: When was that training?

25X1A

11 to 15 June 1956. I think this came during
the time he was still undergoing training out at It must have.
He really didn't get out of the service until mid-May. It was probably
interrupted after the ground phase before flying. We were having difficulty
getting a detachment of pilots at a certain time.

25X1A

MR. HOUSTON: When did he actually move to Turkey?

25X1A

I was afraid you were going to ask me that.
I really don't know. I can certainly find that out.

MR. HOUSTON: There was no further Agency training.

25X1A

I think in August.

COLONEL GEARY: I think it was early September.

25X1A

I visited the Detachment in September and they
had been there three or four weeks but there was no other training that I am
aware of along this line before he left.

Now if I could take the liberty - Mike indicated some of
these documents which had been entered in the record showed the signature of

25X1A

which was an alias we had given to him when he first came into the

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program as differentiated from his pseudonym --

MR. BROSS: Given to Powers?

25X1A

[] Yes. I have an Agency blank here also indicating his acknowledgment of this which is just like the pseudonym and this happens to be the only copy I have.

JUDGE PRETTYMAN: The one yesterday we did not put in the record but Mr. Houston read a description of it.

25X1A

[] This is a paper which has on it: " I do hereby declare that my true and legal signature is Francis G. Powers. Witness:

25X1A

[] I do hereby agree that during my term of employment with this organization I will adopt the following alias. Signed, []

25X1A

25X1A

[] Witness: []

25X1A

JUDGE PRETTYMAN: Let the record show Mr. Houston has read from an original document which was handed him by [] which bears pen and ink signature Francis G. Powers, [] and [] signature twice.

25X1A

25X1A
25X1A

MR. HOUSTON: I have no further questions.

25X1A

[] I have one other document which may be pertinent. It is a statement solicited from and furnished by his initial flight surgeon at Adana. I don't know whether you want to enter this or not. This again was subsequent to May.

MR. HOUSTON: What is the nature of it?

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[] It indicates [] was employed

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as flight surgeon of Francis G. Powers during the period July 1956 until January 1959. It is a personal opinion of Mr. Powers from a medical, I think, and psychological point of view. It points out the fact that from time to time

25X1A

[] had roomed with Mr. Powers and so forth.

MR. HOUSTON: When was that made?

25X1A

[] 25 May 1960.

MR. HOUSTON: Would you like to have that read into the record?

Would you read it into the record?

25X1A

[] It is untitled, dated 20 May 1960. "I hereby

certify that I was employed as a flight surgeon of Francis G. Powers during the period from July 1956 until January 1959. During this period of time I not infrequently shared a room with Mr. Powers and participated in social flying and mission duties with him. In my opinion Mr. Powers was an outstanding pilot for his calmness under pressure, his precision and his methodical approach to problems. I have flown considerably in jets with Mr. Powers. I would consider him temperate, devoted, perhaps more than usually patriotic, and a man given to thinking before speaking or acting. []

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2/20/62/[]/kh/47

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[] In my opinion Mr. Powers

would be extremely unlikely to defect or panic under any but the most extreme circumstances."

Somebody has inked out "under any but the most extreme circumstances," and I don't know whether [] did that or somebody

25X1A

25X1A

subsequently. This is signed by [] Serial Number []

25X1A

Incidentally this was forwarded to the Director of Central Intelligence in a memorandum from Mr. James A. Cunningham on 26 May 1960.

MR. HOUSTON: Are there any further questions?

. . . . Colonel Shelton was then sworn as a witness by

Judge Prettyman

MR. HOUSTON: Would you identify yourself for the record?

COL. SHELTON: Colonel William M. Shelton, Colonel, USAF, 7303A.

MR. HOUSTON: I think it would be helpful if you would give us a little of your own background in the service and flight experience and command experience.

COL. SHELTON: Well I have been primarily a fighter pilot. That is my induction into the service.

MR. HOUSTON: When was that, sir?

COL. SHELTON: In 1941. I flew fighters in World War II. The highest rank I received was Major and I was Squadron Commander of a fighter unit.

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2/20/62/SHELTON:kh/48

During the Korean War I flew jets there in 1951 with a fighter group and commanded the group prior to coming home in 1951. I have been in staff positions as operations and training and Air Defense Division under the manual system for approximately three and a half years. I had approximately two years of intelligence training and staff work at SAC Headquarters primarily in air defense work there. prior to going Detachment 10-10 as Detachment Commander.

MR. HOUSTON: You have had considerable jet experience personally.

COL. SHELTON: Yes. Right now I have approximately 2,000 hours of jet time.

MR. HOUSTON: At the time you came into Detachment 10-10 you had considerable experience.

COL. SHELTON: Yes, sir.

MR. HOUSTON: When did you take over as Detachment Commander?

COL. SHELTON: August 1st, 1959.

MR. HOUSTON: This is Commander of Detachment 10-10 at Adana.

COL. SHELTON: Yes, sir.

MR. HOUSTON: Mr. Powers was then with the Detachment.

COL. SHELTON: That is correct.

MR. HOUSTON: So he was directly under your command at that time.

COL. SHELTON: Yes.

MR. HOUSTON: Did you personally look into his professional efficiency as a pilot in connection with the type of mission that Detachment 10-10 was engaged in?

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2/20/62/Shelton/lh/49

COL. SHELTON: Yes. I had a personal policy that I made it a point to fly with all of my pilots and especially the U-2 pilots. We had two T-33's -- jet trainer planes -- which is a two seat trainer. These U-2 pilots I flew with regularly. I would alternate with them in the front seat at one time and with them in the rear seat at another time for the simple reason, as you stated, to see what their proficiency was, in order for me to increase their training or decrease their training or leave it on the standard that we had at that particular time.

MR. HOUSTON: Did you form an opinion of Mr. Powers' proficiency?

COL. SHELTON: Yes I did.

MR. HOUSTON: Could you tell the Board?

COL. SHELTON: I felt that Mr. Powers was above average in instrument flying; that his flying judgment was above average also; that under unique circumstances I felt that he was unusually cool. As an example, on one particular day we were up and flying instruments and this was under actual weather conditions. We ran into a thunderstorm. These thunderstorms have updrafts and downdrafts and are very rough. This one particular one contained hail and you could see it coming down on the windshield. There was no evidence of panic or anything of that sort at all with Powers. He took the normal procedure that had been taught him and through his best judgment he piloted the aircraft into a safer position in order to try to get out of the hail storm.

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2/20/62/Shelton/kh/50

MR. HOUSTON: Was it necessary for him to have any additional training under your command?

COL. SHELTON: No, I felt the training that he was obtaining was sufficient.

MR. HOUSTON: Flight training in the T-33's and the U-2?

COL. SHELTON: Yes. The U-2 pilots flew more than non-U-2 pilots. I saw to that because by flying the U-2 and the T-33 of course they would fly more.

MR. HOUSTON: Do you have any personal knowledge of his training or retraining in cockpit procedures in connection with an emergency which might involve the use of parachute?

COL. SHELTON: With the use of a parachute in case of emergency? Well, we had periodic meetings where questions were discussed and specific procedures were discussed. This was with all pilots except as we finished the T-33 portion of the meeting the U-2 pilots then remained and we went through the U-2 portion of this. This was a minimum of once a week. You could call it sort of a flying safety meeting -- something of that type.

MR. HOUSTON: From these sessions you would be satisfied that Mr. Powers knew the procedure for using the ejector?

COL. SHELTON: Absolutely. There is no question in my mind that every pilot that was flying either the T-33 or the U-2 was more than adequately briefed and was more than adequately well aware of the correct emergency procedures in bailing out or the use of the parachute in these aircraft.

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2/20/62/Shelton/kh/51

MR. HOUSTON: And was there specific discussion, instructions or checking on the use of the destruction equipment?

COL. SHELTON: Yes. Occasionally these pilots went out and got into the cockpit of the aircraft and with the charges disconnected could go through the procedure that you would normally go through. Now there is a time device used in the U-2. In other words, you switch the switch and there is a certain amount of time before it would destruct.

MR. HOUSTON: What is that time?

COL. SHELTON: I am not real sure right now. It's in the record somewhere. I am not familiar with it. I mean as of right now I couldn't tell you.

MR. HOUSTON: Maybe thirty seconds?

COL. SHELTON: It's no longer than that. There was adequate time for the pilot to escape the aircraft before it was destructed.

MR. HOUSTON: How long would the actual ejection procedure take place if he made up his mind to eject?

COL. SHELTON: In a matter of seconds. He was well aware of this explosive time. We had periodic briefings on this.

MR. HOUSTON: You say you got to Adana in 1959.

COL. SHELTON: August 1959.

MR. HOUSTON: And you continued in command until when?

COL. SHELTON: I left there in approximately the 19th of December 1960 -- approximately.

MR. HOUSTON: You were in command in April through the 1st of May?

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2/20/62/Shelton/kh/52

COL. SHELTON: Yes, sir.

MR. HOUSTON: And you were personally present as the commander there?

COL. SHELTON: Yes, sir.

MR. HOUSTON: As Detachment Commander were you given any instruction from Headquarters as to Headquarters policy in the event pilots of the U-2 came into unfriendly hands?

COL. SHELTON: Yes, sir, we had certain policies and procedures that were handed down from higher headquarters to us.

MR. HOUSTON: At what point did you receive that? Do you recall?

COL. SHELTON: These were in letters, memoranda and regulations.

MR. HOUSTON: Did you specifically ever receive guidance in the form of a letter known as "Operations Policy Letter No. 6"?

COL. SHELTON: Yes, sir, Policy Letter Number 6, dated 9 December 1957 which was a later edition. It superseded the old one.

GENERAL BULL: This was the policy under which you were operating during this time?

COL. SHELTON: Yes, sir.

. . . . A large board was brought into the room holding four photographs of the U-2 cockpit

MR. HOUSTON: This purports to be a U-2 cockpit arrangement.

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